Chapter 5

(121.410, 135.336, 141.33, 142.54)

Instructor Training Programs

The ATP CTP is designed to bridge the knowledge gap between a pilot who holds a commercial pilot certificate and a pilot operating in an air carrier environment. Bridging this gap requires training in essential subject areas as determined by P.L. 111-216, recommended by the FOQ ARC, proposed by the Pilot Certification and Qualification Requirements for Air Carrier Operations NPRM, and required by § 61.156. Successful completion of the ATP CTP will ensure an ATP applicant receives the baseline knowledge and experience to prepare them for the duties, responsibilities, and challenges of an air carrier environment.

All instructors must be employed by BMA (the program provider) and their qualifications be current under the parent company, BMA Aviation.

Baseline Instructor Requirements

To support these principles, all instructors of the BMA ATP CTP must

(1) hold an ATP certificate with an airplane category multiengine class rating and

(2) have at least two years of air carrier experience. Air carrier experience for the purpose of establishing eligibility to instruct the ATP CTP is defined as experience as a PIC in operations under § 91.1053(a)(2)(i) or § 135.243(a)(1), or as a PIC or SIC under part 121.

All instructors must be employed by BMA (the program provider) and their qualifications be current under the parent company, BMA Aviation.

ATP CTP Instructor Training Curriculum (Initial and Recurrent) Training Objective

The primary objective of BMA ATP Instructor Training is to provide instructors the necessary knowledge and skills to provide part 142 Air Carrier operation and instruction to the trainees. Instruction will be conducted in a classroom environment. Recurrent will be conducted every 12 months. This curriculum is applicable to flight instructors who instruct in level 4 FTD or a level C or D full flight simulators.

Instructor Qualification Requirements

To support these principles, all instructors of the ATP CTP must

(1) hold an ATP certificate with an airplane category multiengine class rating and

(2) have at least two years' experience.

The ground/ flight instructor must hold an ATP certificate and a type rating and complete the instructor initial ground training program in the appropriate aircraft type.

For those instructors that will teach a course by remote learning, prior to beginning the observation and supervised instruction phase, each instructor will receive 2 hrs. of instruction on the following topics:

1. How to ensure qualification of the students to attend the course
2. How to operate the computer equipment including:
    a. the location of courseware
    b. Proper operation of the online software
    c. How and when to contact IT for assistance
    d. Student briefing and use of the class "monitor"
    e. Testing via quizzes and recording results
    f. Conduct and recording of the final exam
    g. Retraining and retesting
    h. The Student Additional Training form (page 6-10)

Each ATP CTP Instructor will observe 100% of the Academic Training Topics being taught and be observed teaching the remaining 100% of the Academic Training Topics by a qualified ATP CTP Instructor. Each ATP CTP FSTD and FFS instructor will observe 100% of the FSTD and FFS training being given by a qualified ATP CTP instructor and be observed instructing 100% of the FSTD and FFC training by a qualified ATP CTP instructor.

The records for these events will be kept in the instructor training file of the parent company, BMA Aviation.

Instructors who provide training in an FSS must

(1) have an appropriate airplane type rating for the airplane which the FSS represents and

(2) must also have received initial and annual recurrent training from the certificate holder on the following topics.

• Proper operation of flight simulator and FSS controls and systems;

• Proper operation of environmental and fault panels;

• Data and motion limitations of simulation;

A caution to the instructors that particular care should be used when conducting these maneuvers to stay within both the simulator motion and flight envelopes. Excursions outside of either must include an instructor debrief emphasizing that the flight handling characteristics in that region may not be representative of the actual aircraft.

  • Minimum equipment requirements for each curriculum; and

  • The tasks and maneuvers that will be demonstrated in the FSS.

Academic Evaluations. Instructors will conduct an evaluation to ensure understanding of the academic areas covered. Instructors at the end of each academic day conduct an evaluation of the subjects presented for that day. Evaluations will be either a paper test handed out or questions presented on the screen. The attendee will answer a series of multiple-choice questions. All daily evaluations will be discussed and any areas showing a lack of understanding will be corrected.

The end of course test will be in printed form or presented on a screen. The test will be a minimum of 15 questions. Successful completion is a minimum score of 70 percent.

Students who fail will receive additional training by a qualified academic instructor and the additional training documented on the student training record. The failing student will then retake the exam on the topics failed

Retesting after a failed ATP (ATM) Written Knowledge test.

If a student fails the ATM exam, BMA will provide a minimum of two hours (more as required) of instructor-guided, tailored instruction on the areas found deficient on the knowledge test. When that instruction is satisfied, we will provide a retest endorsement from ATP CTP authorized ground instructor as required for the reattempt. BMA Instructor Manual will reflect the additional training and the endorsement process. A BMA Instructor will sign on the failed knowledge report that retraining has been provided for the applicant to retest.